GRUMMAN plane news

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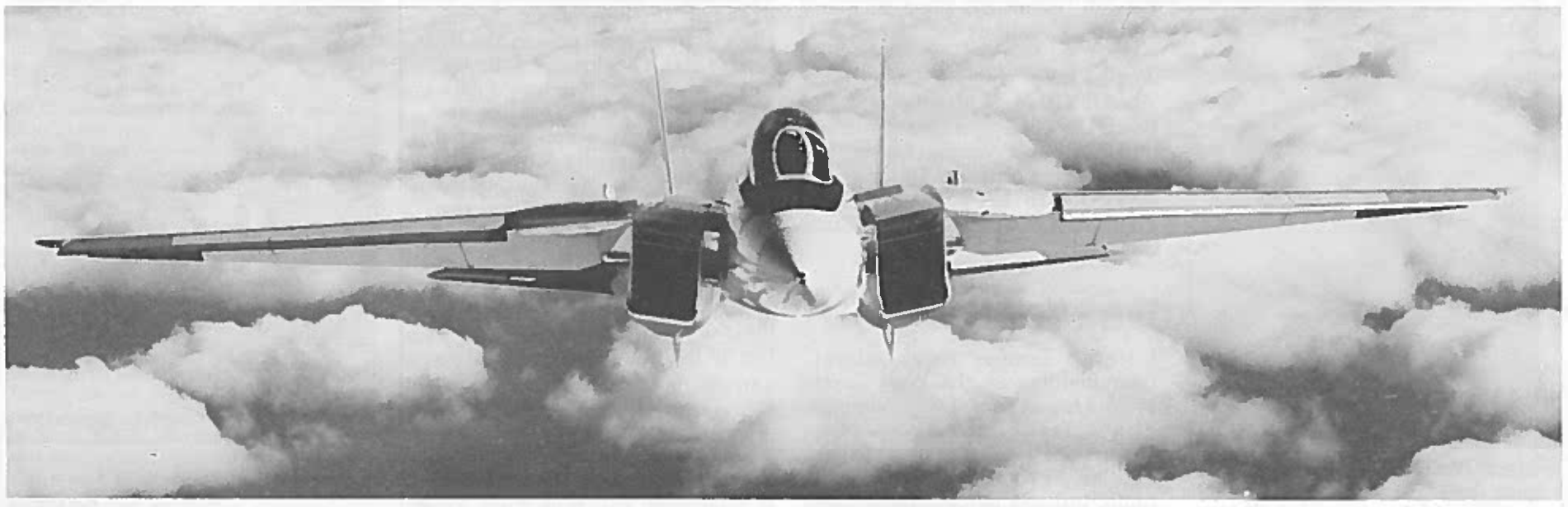
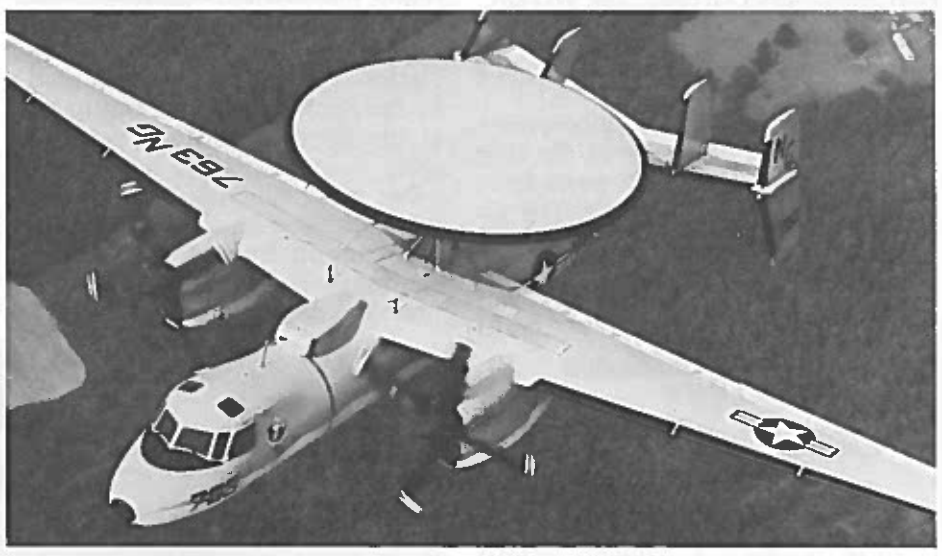


Display F-14, E-2C at British air show



FARNBOROUGH, ENGLAND — Already acclaimed as the "pearl" of the Paris Air Show at its first public viewing in 1973 (it proved just as popular on a return visit to Paris last year), the Grumman F-14 Tomcat has been on full-view of more than a half-million spectators during the week-long international aerospace exhibit that opened here last Sunday. It's in select company, too.

Among the premier military and commercial aircraft on display from around the world is the Grumman E-2C Hawkeye, the U.S. Navy's carrier airborne early-warning and intercept-control plane. The Hawkeye is being introduced to the European public for the first time and the prestigious international exhibit at Farnborough should provide an appreciative and knowledgeable audience for its debut on this side of the Atlantic.

Other standouts on display — some are giving aerial demonstrations — are the British-French supersonic commercial airliner, the Concorde, and the McDonnell Douglas F-15 Eagle. Also in the show are a trio of popular light planes from Grumman American: the Cheetah, Tiger, and Trainer.

At the U.S. Department of Commerce Pavilion, another Grumman display features another example of the company's versatility and ingenuity — the Suitcase Emergency Procedures Trainer (SCEPTR), a portable training device for use by aircrews to maintain their proficiency in aircraft emergency procedures, as well as a variety of graphic displays on other types of Grumman technology.

The Farnborough Air Show, which is held on alternate years with the Paris show, provides aerospace firms from around the globe the opportunity to demonstrate their products and display their technology to a large cross-section of potential customers. Although much of the focus is centered on the commercial exhibits, the displays, technical briefings, and aerial demonstrations of military aircraft always attract representatives of other nations who may become customers in the future. So each company wants to do well.

Grumman sent a number of its top officials to the show, along with a team of technicians to support the Navy flight crew that is demonstrating the Tomcat. Leading the Grumman contingent in England is Grumman Corporation President Joe Gavin and Grumman Aerospace Chairman and President George Skurla. Also representing Aerospace are Senior Vice Presidents Grant Hedrick and Mike Pelehach, and Vice Presidents Tom Kane and Tom Guarino.

Two of America's finest planes— the Tomcat and the Eagle—are drawing a great deal of attention. Each of the fighters is scheduled for daily demonstrations, about 5-8 minutes in length, to display their own praticular flying attributes. For instance, Lt. Rich Bradley and Lt. Gerry Hull, a Navy F-14 aircrew from VF-24, is putting the Tomcat through a series of low-altitude maneuvers to illustrate the F-14's superb flying qualities at low speeds, and demonstrate the operation of its swing-wing and how it contributes to the Tomcat's operational versatility so that it can come in low and slow as well as sprint at supersonic speeds.

The Farnborough exhibit is a showcase for the world's finest aircraft — and prominent in the display are the Grumman F-14 Tomcat and E-2C Hawkeye.

people

Later this month, Scott Chrysler of Business Development will begin an extended government assignment in Washington, D.C. as part of the President's Executive Interchange Program.

The program was initiated in 1969 to improve government-

Scott Chrysler

business relations by "providing executives with an opportunity to gain experience by crossing sector lines to work temporarily in government or business during the important middle years of their careers."

Selected for the job by corporate management, Chrysler is the first Grumman employee to participate in the exchange program. His assignment which is not to exceed one year is to work in the U.S. Treasury Department on the staff of Assistant Secretary David MacDonald.

Appointments

Among those who recently received changes in assignments were: Vernon S. Kramer, deputy director, A-6 Programs; Donald J. Markarian, deputy director, F-14 Operations; in DEPARTMENTAL OPERATIONS—George Castellano, Guidance & Control System Integration; Ernest R. Ranalli, Structures Analysis, both appointed group head in Engineering; and Michael Lenzo, manager, Field Support for Field Service in Integrated Logistics Supports; SECURITY & PERSONNEL SERVICES—Joelyn Iannone, manager, Personnel Development/ Placement; MANUFACTURING—Bertil Lindgren, manager Administration & Procedures; and in PROGRAM MANAGEMENT—Robert T. Papaleo, Operations; Harvey Fromer, Development; and Charles F. Muller, Israel, all appointed to program manager, E-2C Program in Plant 15.

Also, in BETHPAGE OPERATIONS—Robert Thomas, Business Management & Administration, Plant 2; Peter Obedzinski, Liaison Engineering, Plant 2; George Kaye, Machine Operations, Plant 3; Thomas Haller, Material Management, Plant 2; Richard Patwell, Planning, Plant 2; Frank Leone, Operations for Plants 1, 4, 5, 27, 36, 14/26, & Instrumentation; August Ripp, Operations for Plants 2 & 3; Harry Schlimper, Quality Control, all appointed director; and Carl Alber, Airport Operations Manager, Plant 4; and in the RESPONSIBILITY CENTER—Frank Sacca, night foreman, Final Assembly.

News from Mugu

Here's some news about Grummanites on the West Coast at Pt. Mugu. Tom Reilly, Vehicle Flight Test/Flight Acceptance Department presented a paper entitled "Photogrammetry Technique utilized by Grumman during the F-14A Weapon Separation Flight Test Program" at the National Symposium sponsored by the Society of Flight Engineers at the Boeing Seattle chapter in early August. Reilly, who graduated from Stony Brook, Long Island, in '68 with Bachelor of Engineering in Science, worked two summers at GAC, one getting practical experience in the Optical Engineering and Metrology Department.

Joe Rivera, Engineering/Software, also represented Grumman while speaking to students at Oxnard High School as part of a Youth Motivation Task Force that tries to persuade young people, especially the disadvantaged, of the value of staying in school. Rivera told them about his job, and Grumman, and about obstacles and popular misconceptions regarding success in the business world. He found the students eager to participate and much concerned about their future.

Other Grummanites did not speak in any official capacity but beamed as their children, Kathy Leseberg, Pete Kolonoski, and Richard Corney, from Buena High School, took part in the Bicentennial Cavalcade of Bands. They played at Boston, Philadelphia, and New York. In the Big Apple they were presented awards as Honorary Citizens by Mayor Beame and shared the parade route with Vice President Rockefeller. Their proud fathers are: Art Leseberg, Charles Kolonoski (PMT), and Dick Corney (Pubs). It's great to hear of the doings of fellow-Grummanites on the other coast.

Bicentennial Post

Recently the National Council of the Boy Scouts of America made the Isfahan Explorer Post very happy. It okayed their request to be known as Post No. 76—in honor of their Bicentennial birth year. Jack Killpatrick, assistant District Commissioner, BSA, relayed the great news to Grumman Explorer leader Joe Slattery on July 22. The eagerly awaited Charter Presentation was celebrated August 10 by post members, their families, and friends.

Two times 1,000. It was a happy occasion at Whidbey Island, WA, recently when VA-95's Lt. Cdr. John O'Brien and Lt. Cdr. Dick Wright (R) passed the 1,000 hour milestone for flying in the A-6 Intruder. Green Lizard skipper, Cdr. Jerry Rogers (L) presented both men with plaques commemorating the event.

calendar

American Production & Inventory Control Society: Tues., Sept. 21, Crow's Nest, Rte. 110, Farmingdale, dinner 6 p.m., speaker 8 p.m.; local chapter; guest speaker: William Going, director, GAC Mfg. Planning—"Mfg. Planning;" all welcome. Norm Heilweil, x2250.

American Society of Mechanical Engineers: Wed., Sept. 15, 7 p.m., LILCO, Old Country Rd., Hicksville, rm. 210 (west entrance); local chapter; executive committee meeting; all ASME members welcome.

GACE Flying Club: Fri., Sept. 10, 5 p.m., Pl. 28 auditorium; general meeting; guest speaker: R. Burtis, director of Training—"Thunderstorms; guests welcome. Larry Hahn, x515-3389.

Grumman Cycle Touring Club: Mon., Sept. 13, 5 p.m., Pl. 30 conference room; general meeting; Dan Henry movie on bike touring; Sun., Sept. 19, 2nd annual Hi-Point Hundred, 7 a.m., north parking lot of Nassau Community College. Herman Leuther, x515-3515.

Retiree Club: Wed., Sept. 29, 1:30 p.m., Holiday Manor; regular monthly meeting; **Florida Suncoast Chapter:** Mon., Sept. 20, 11:30 a.m., S&S Cafe, Sears Town, 1235 S. Missouri Ave., Clearwater; regular monthly meeting; **Florida Mid West Chapter:** Tues., Sept. 21, 11:30 a.m., Holiday Inn, Crystal River; **Florida Treasure Coast Chapter:** Thurs., Sept. 30, 12:30 p.m., Trade Winds Cafe, Fort Pierce.

retirees

On behalf of their fellow workers, PLANE NEWS wishes the following men and women well in their retirement. Those who retired in August were:

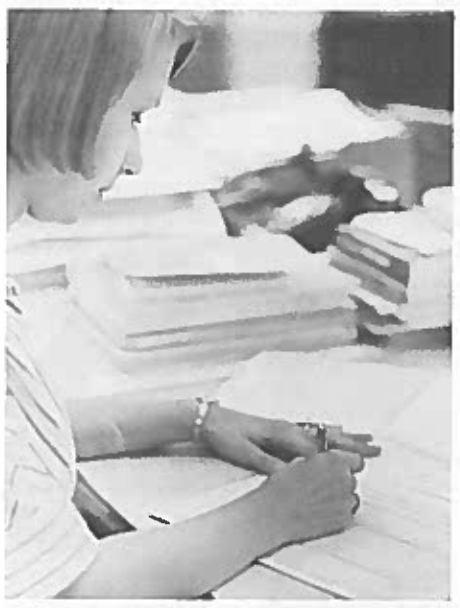
Joseph Anziano (2), Ruth Bender (30), William C. Bernhardt (3), Helen M. Boyle (35), Donald Brent (57), Frank Cizek (12), Alfred J. Donegan (5), Anthony Friscia (17), Adolph S. Goldberg (15), Frank H. Huether (35), Edwin C. Kimball (15), Stirling Klein (40), John Malanczuk (1), Harry L. Metzler (44), John A. Munyak (40), Alexander Nazzaro (2), Saverio J. Nunziata (2), Louis B. Olsen Jr. (77), Morris Raff (12), Walter Reichelt (2), Howard A. Rooney (2), John Shkira (4), Catherine Smith (17), Lillian T. Soeder (60), Stanley J. Sokol (2), Wesley H. Stancill (36), James H. Swindells (40), Guido Urzi (3), Vernon R. Vincent (2), Charles E. Weiss (11), Frank Weiss (2), Walter Wenchel (5), Edward L. Wismann (4), Robert F. Yee (5), Catherine Birl (77).

Those Grummanites who will retire in September are:

John C. Archibald (2); Charles J. Baumbach (12); Walter F. Betts (3); Peter P. Blaschuk (2); William J. Bollenback (7); Charles J. Burger (3); Gerald W. Cockerill (43); Fred David Jr. (2); Richard H. Dayton (4); Anthony DeLouise (27); Bernard Dockweiler (3); Arthur S. Doyle (6); Robert E. Frazier (2); Orville W. Goldson (2); Raymond F. Halen (60); Henry L. Jochum Jr. (30); Walter S. Kenna (30); Bernard Kreuter (39); Walter L. Krudop (10); William V. Kulaski (3); Alfred W. Lehmann (6); John F. Lehn (1); George E. McNicholl (3); James C. MacKenzie (43); Salvatore J. Marchese (43); Arthur E. Miller (43); Robert S. Moore (2); Stanley D. Pearsall (5); Vincent Pepitone (30); Edward Peterson (11); Gerard S. Pless (35); George Pritting Sr. (20); Walter M. Pridham (25); Thomas F. Purcell (3); Emanuel Schaarschmidt (2); Vincent J. Scheer (6); Edward E. Schledorn (30); Phillip C. Schlosser (2); Bernard R. Schmitz (5); William A. Seward (2); Earle G. Sigerist (23); Grace C. Stagg (40); Russell W. Swass (76); Charles H. Buxton (60); William F. Tiedeman (77); Henry V. Walsh (6); Arthur J. Weisser (1); Herman J. Wientjes (14); Frances M. Wilkens (12); Alfred Woellert (2).

New career info system banks Grumman talent

Most people would agree that people are the greatest asset of any company. They initiate ideas, do planning, produce work, try to forecast the future—they're the life blood of a company. And the better idea a company has of its employees' skills and talents, the better able it is to use these assets, Grumman is now involved in collecting such career information about its people for an understanding of the potential of its human resources.



Talent check. Silvia Raudvere, ILS electrical engineer, fills out career information profile form.

A questionnaire used to develop the career profile aims at accumulating as much relevant information as possible on each person. Not only does it pin-point skills already used on the job, but includes such material as foreign language skills, professional society memberships, hobby interests, and immediate and long-range career goals. Eventually, Grumman will have on hand a central computerized file of human resource facts that give a picture of its total talent capabilities.

The first phase of the effort, now in the process of completion, involves collecting data from the Engineering group. The Personnel Department expects to finish its survey in Engineering by the end of this month and begin with Manufacturing personnel in October. The final and third group will include men and women in all other operating areas of the company. It has taken about a year to complete the talent survey in Engineering and Personnel Director Dan Knowles, says it will probably take a somewhat longer period to complete the rest of the task, which he expects to be finished in '78.

Profile benefit

As competition for new programs gets stiffer and Grumman continues toward product diversification, access to a talent bank becomes extremely helpful, Knowles points out, because most contracting agencies require skill information from a company as a qualification for bidding on a job. Also, such detailed knowledge of individual capabilities can ease the company's entrance into new technical fields.

Besides helping the company, a career profile gives everyone the opportunity to put on record his or her full capabilities and state immediate and future job goals. "This sort of information can help supervision select the best person for a job opening," says Knowles, "and give a hand to the company in setting up training and educational programs that will better answer the needs of employees."

The career information profile is not a one-shot effort. It will include all new employees as well and will be updated each year. When the questionnaire comes your way, Knowles suggests that you don't think of it as a chore. Fill it out and help yourself and the company.

Dialing Iran

A recent edition of Plane News outlined the procedure for calling the Grumman base in Isfahan, Iran, and included a number to call, when someone in Iran must be reached, in cases of personal emergencies.

That number has now been changed, so anyone having to make an emergency call to Iran should call Guard Headquarters, Ext. 3895, or, from the outside line, 516-575-3895. Plant Protection will notify the proper Base Administration personnel who are on call 24 hours a day, seven days a week, and will assist with the problem.

Back to school

Application forms and general rules for the Grumman Tuition Reimbursement Program are now available at all Employee Services and Field Base Administration offices.

Students are reminded that applications for the fall term must be filed with the Tuition Reimbursement office, Dept. 327, Plant 39, within 30 days of the school's last date of registration.

Testing Mohawk mod

On August 5, Kurt Schroeder flew a U.S. Army-Grumman OV-1D Mohawk on its first flight since the incorporation of an infrared suppressor on its right engine. Eventually, both engines will be fitted with the suppressors. The initial flight at Calverton was to prove the modification would have no adverse effect on the Mohawk's flying capabilities. The infrared suppressor program is the first to be designed, built, and tested by the new Product Development Center at Plant 5. The IR suppressors are expected to reduce the composite infrared signature of the engine exhaust area to a level below that visible to a heat-seeking threat.

Answer Investment Plan inquiry

Periodically, PLANE NEWS receives suggestions that it carry a monthly listing of the unit values of the Equity and Fixed Income funds of the Grumman Employee Investment Plan. PLANE NEWS asked Bob Bradshaw, Grumman Corporation Secretary and a member of the Investment Plan committee, if such a listing would be possible. Here is his reply:

"Many companies rely solely on a company publication to advise participants of the value of their holdings. Grumman's approach is somewhat different, and, we believe, more informative. Every quarter each participant receives a statement of his or her account, a synopsis of the current economic and investment outlook, and the unit values at the end of the period. We think this approach is more valuable because it gives the participant an opportunity to review the basic assumptions underlying Fiduciary Trust Company's investment strategy. In that way each person can determine the appropriateness of his or her investment in the plan in light of individual goals and desires.

"And this year, for the first time, we set up the first of what will be annual meetings between interested participants and representatives of Fiduciary Trust so that they could discuss their views directly with the investment managers.

"By and large, it would appear that reporting the figures without the accompanying investment analysis, or on a more frequent basis, would tend to focus on the near-term action rather than the long-term objectives of the plan. The plan was designed to meet long-term goals, such as supplementary retirement income, or as a means of saving for a down-payment on a home, or to pay for college tuition.

"Those members who have a particular interest, such as those nearing retirement or contemplating purchase of a home, can obtain the most recent unit values by calling Kay Trestka at the Investment Plan office, Ext. 7250."

GRUMMAN plane news

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On security team, there're no benchwarmers

When you work for an aerospace contractor such as Grumman, security measures are an everyday part of life. Entrance to the whole complex of plants is controlled by uniformed guards, badges determine an employee's access to certain areas, and Government clearance indicates whether a person can work on classified information. All of these safeguards emphasize the vital work Grumman people perform for national defense.

Since Grumman Aerospace Corporation has a contract with the Department of Defense to develop and produce products needed for the protection of the nation, it agrees to supply a security system to protect classified material and allow Government representatives to inspect the system to assure that it is effective.

This means that the company must depend on the cooperation of all Grumman people if the Security Department is to be successful in its task. It's an important task because it is part of the agreement which allows the corporation to stay in the defense business, and aerospace work accounts for some 85 percent of total Grumman Corporation sales.

Although many Grummanites never handle classified material, they are still a key part of the whole security program. Several times a year, a Department of Defense inspection team examines the security system. Everyone is included in the inspection that determines the company's overall rating. One of the top items on the check list is properly worn badges, says Harry Volz, deputy director of Security and Personnel Services. As he puts it, "We can hardly have a successful security program if we don't know who our own people are."

Security success

How successful has the program been? Grumman has an outstanding record for its industrial security program, says Volz. In September 1966 the Defense Supply Agency of the Department of Defense established the James S. Cogswell Outstanding Industrial Security Achievement Award. It's purpose is to give recognition to contractors who demonstrate superior performance in carrying out security obligations for classified defense work. Since the start of the program, Grumman has claimed the award more often than any of the 10,000 companies involved in defense production.

Part of the product

"This is an important achievement for Grumman," Volz explains. "When your company deals in classified contracts with the Government, security is a significant part of the product." He points out that a couple of years ago a large manufacturing firm on the east coast lost its facility clearance because of an inadequate security program and spent much time and money on its re-organization to get it back. But while the company was tightening security, it also lost potential business because it had no clearance to bid on defense contracts.

Security regulations require people who have classified information to be responsible for protecting it. Rules govern the handling of documents in restricted and closed areas, the use of Sargent and Greenleaf locks, disposal of classified material, and the exchange of classified matter inside and outside of Grumman facilities. "Security is only as good as the people behind it," says Volz, "and its everybody's business. It protects the future of our country and our company."

Plant protection officer Ed Trukenbrodt waves employee through Hazel Street gate after Grumman badge is shown.

Security guard Ken Kinsel greets visitors and provides facility clearance passes in Guard Headquarters, Plant 18.

Elissa Decker of Space Systems, Plant 25, secures material in classified file cabinet with a special lock.

Prepping for system activation with 'hands-on' training

During the past two months, approximately 1,000 people have received "hands-on" training with updated Manufacturing Operational Data System (MODS II Release 2.0) terminals.

The MODS II Release 1.0 system that had been in use throughout the company had been an inquiry system, basically, dealing with inventory and tracking material and work in progress through the company. The MODS II system will add new logic, more transactions, and update capabilities to that system.

Material Management and Manufacturing Department personnel have taken part in the instruction sessions over the past six weeks, and, for the first time, have not only heard lectures on the new system, but also were able to practice what they had learned by using MODS II terminals set up in Plants 2 and 39.

The MODS II Release 2.0 system is scheduled to be activated by mid-September. It will use CRT (Cathode Ray Tube) terminals to provide more information, faster, in all Grumman plants in Bethpage, Calverton, Great River, Milledgeville, and Stuart.

According to Norm Heilweil, Manager of Systems Procedure and Training for Material Management, hands-on training enables those people who will use the terminals to become accustomed to them before the turn-on date, thus cutting down on possible confusion and errors.

Lend a hand

One of the many services offered by Employee Services (ES) is the load of canes, wheelchairs, crutches, walkers, etc., to Grummanites and their families. According to ES director, the demand for these items is great and there are many times when ES has to inform employees that a certain item is not available. If you have any of the above and wish to donate them for your fellow worker's use, contact your nearest ES representative. An ES rep will gladly pick up your donation.

obituaries

JOSEPH SCHNIPPER of QC Quality Engineering, Plant 35, died August 19 at the age of 58. He had been with the company since 1948 and lived at 236 Lincoln Blvd., Merrick.

Personal

We wish to thank the Grumman people for their kindness and sympathy during our recent bereavement. *The Barbara Signorelli family.*

Whether to make or buy — vital business decision

Imagine that you're planning to re-model your kitchen. Do you hire a local contractor to do the job, or would it be better to buy the materials and do it yourself (assuming you have the necessary skills)?

In business, the same question of whether to buy or make is also raised—only on a much larger scale. At Grumman Aerospace, considering the thousands of components needed to build highly sophisticated products, that's no small undertaking.

A large percentage of these decisions are cut-and-dried. For example, the company has neither the facilities, equipment, nor the specialized skills to produce such items as titanium sheets, hydraulic fittings, aircraft tires, fuel cells, or certain avionic systems. Those items are procured from outside vendors. When Grumman does have the production know-how and equipment to perform the job or corporate goals call for entry into a new production field, the make/buy decision warrants the utmost attention. The big question is: How do you make sure you've made the right decision?

In preparing the company for an "assault on the future," Board Chairman and President George Skurla recently announced the reshaping of the Corporate Make/Buy Review Board. Under the chairmanship of Executive Vice President Ralph "Doc" Tripp, this restructured corporate board will establish policies concerning the attainment of long-range corporate production goals and the best utilization of Grumman talents and facilities.

At present, there are make/buy subcommittees for each program, department, and responsibility center. They will continue to evaluate, recommend, and approve make/buy proposals, with the corporate board having the "veto" power to reverse any decisions.

Assisting Tripp in this effort are Senior Vice Presidents Ed Dalva, director of Long Island Production Operations; Larry Mead, director of Departmental Operations; Ross Mickey, director of Corporate Program Management; John O'Brien, director of Administration and Resources; and Vice President Phil Vassallo, director of Corporate Procurement Operations. Also serving on the review board are Frank Messina, director of Manufacturing; Bob Prais, director of Material Management; Bill Robertson, Customer Requirements; and Bill Barnard. Barnard is the head of the Make/Buy Services Committee, the administrative arm of the corporate review board. This committee directs and assists the various subcommittees in their make/buy decisions.

Back home. Bill Barnard (L) discusses a recent production job that was brought in-house at Great River with (L to R) Walter Maier, head of Manufacturing Technology; Don Reediger, Electrical Harness Fab, and department foreman Willie Johnson.

Vendors Still Vital

"Because of the very nature of our finished products, we can't survive without our subcontractors," says Barnard. Elaborating on that point, Barnard says that "Grumman has built a reputation as one of the foremost weapon systems integrators in the world. We're successful not only because of our top team of engineers and technicians and our laboratories and test facilities," comments Barnard, "but because we have access to products of the best industrial firms."

The make/buy ratio over the years has normally been about 50/50, according to Barnard. Most company purchases can't be manufactured in-house because of lack of required skills and facilities. "In the past," remarks Barnard, "Grumman has had more work than it could handle inside the company and has had to subcontract the excess workload to outside firms. But now that the production pace has slowed down, we're reevaluating some of our subcontracts to determine if we can take on this type production work."

Make/Buy subcommittees are presently re-assessing certain procured items to determine whether or not Grumman can manufacture these parts less expensively—or at least not more costly—without diminishing quality or curtailing production schedules. "That decision can be reached easier now because we've become very cost-competitive," reports Barnard. "We're producing our products faster and at reduced costs. And, that's very important. Even if our company possesses the human resources and facilities required to produce a certain part, if another company can do the same job at a lower cost, it usually makes good business sense to 'buy,' not 'make.'"

Dramatic upswing

The upswing in productivity has been dramatic. Why the improvement? The company has invested in many new machines, such as the automated hydraulic tube bending machines in Plant 2, that not only do the job quicker, but do it better, too. More time is being allotted to laying out plants to achieve the most effective production flow. And, most important, claims Barnard, is the individual Grummanite's growing understanding that individual contributions are necessary to broaden the base of job security. "More and more of our people are coming to the realization that to stay on top in this highly competitive field, we all must do more to make it happen."

Because increased productivity can result in lower manufacturing costs, make/buy subcommittees on each program and responsibility center are busily reviewing work that might best utilize in-house personnel and equipment. Barnard expects this effort to have a definite impact on helping to stabilize Grumman's workforce.

Mark on future

Sometimes the choice between in-house and outside production depends not-so-much on present product lines, but more on corporate planning for the future. The Corporate Make/Buy Review Board can also implement make/buy decisions as part of the total business strategy for the company's future.

For example, several years ago Grumman saw composite manufacturing as an attractive piece of business for the future. As engineering and production people designed tooling for this new corporate venture, the new make/buy effort began paying particular attention to those components that could be manufactured in-house. Grumman's expertise in composites has improved to the point where the company is now in the position to bid on large subcontract work in this field.

Whether it is part of the company's planned "assault on the future" or the continuing concern of keeping Grummanites and facilities operating at full capacity, make/buy decisions are business decisions, says Barnard—they are influenced most by how much it costs Grumman to produce a certain item as opposed to how much it would cost to purchase the same component from a vendor. As Barnard sees it: "The more we produce for the money, the easier the decision is to order more components bearing the label 'Made at Grumman.'"

Bounty Hunters reach safety mark

VF-2, a Navy fighter squadron known as the Bounty Hunters, reached a significant milestone recently—three years of accident-free flying. During that time the squadron logged 7,300 flight hours, including more than 1,400 day traps (carrier landings) and over 600 at night. According to Gayle Quebedeaux, a Field Service rep, its aircrews took part in more competitive exercises than any other F-14 squadron, chalking up a first when they successfully fired a Phoenix missile during fleet operations.

The Bounty Hunters, who were involved in the evacuation of Saigon in spring of '75, later participated in the largest free-world naval exercise (Fleetex II) carried out since World War II. During the various phases of the "war-at-sea" exercises, Quebedeaux says, the F-14 squadron exceeded its scheduled sorties.

Congratulations, Bounty Hunters.

Grid tix on sale

Tickets are now on sale at the GAA building for the October 2, gridiron contest between the Black Knights of the Hudson and Stanford University. Admission to the West Point football game costs $7 per person.

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PLAN
No. 26
BETHPAGE, N. Y., FRIDAY, DECEMBER 19, 1952
Vol. II
ANTI-SUB S2F-1 MAKES BOW
Latest Grumman Plane Is First Navy Carrier Craft Of Its Kind
Another First in Carrier Landings
"Single-Engine Characteristics of Grumman S2F" Draw Big Salvo of Praise From Admiral Lee
Honors to VS-37
Anti-Sub Squadron Flying S2F's Wins Navy Flying Safety Award
First S2F, from '53, has survived rugged training assignment
S2F 'Christens' Lexington as Big Flattop Rejoins Fleet
S2F Big Hit Deep 'In Heart of Texas'

S-2 Tracker retires from Navy after 23 years active service

When the last three Grumman S-2 Trackers were retired officially from operational service in late August, it marked the end of a very successful 23-year run for the Navy's anti-submarine warfare circuit. To commemorate the outstanding history of the Tracker, ceremonies were held at the naval air station in San Diego, by VS-37, the squadron that has flown the anti-sub aircraft the longest.

Since 1953, when the long line of submarine search and attack aircraft was first manufactured, the S-2s have compiled an enviable record. They were deployed from over 40 American and foreign aircraft carriers. This included such famous fighting ships as the carriers Hornet, Wasp, Tarawa, Franklin D. Roosevelt, Randolph, Kitty Hawk, Lexington, Enterprise, John F. Kennedy, Independence, and the Constellation. At the same time, the easily maintained and efficient aircraft are also in the service of 14 foreign nations.

Besides seeing action in Vietnam, they proved invaluable for ocean surveillance during several Middle East conflicts and the Cuban Missile Crisis of 1962, have been used as training aircraft, and for forest fire-fighting service on the West Coast.

Hailed as the first Navy carrier craft of its kind when it made its debut as the S2F-1 in 1952, the twin-engine aircraft included detection equipment to hunt and armament to destroy undersea craft, as well as navigational and weather equipment. Before the S2F-1, two aircraft—also produced by Grumman—worked as a team on anti-sub missions, one to search out and one to destroy.

Almost from the beginning of flight life, the S-2s displayed their high rank in the elite of Naval aircraft. In 1954, S2F-1 became the first airplane with the distinction of being launched by the newly-developed steam catapult from the deck of an American carrier—the USS Hancock. Until that time, hydraulic catapults were used. With the dawn of the jet age, a high capacity catapult with greater end speeds became necessary to handle the heavier aircraft. Since jets have a relatively low-thrust at low speeds on take-off, the steam catapult answered the problem so well that they still continue as the system used by U.S. carriers.

Grumman won the proposal for an anti-submarine warfare (ASW) aircraft over 17 contractors in June 1950; the mock-up of XS2F-1 was approved by years' end; and on December 1952 the XS2F-1 made its first flight. Fifteen airplanes were delivered in 1953—the first of 1,342 produced including E-1Bs and C-1As. Modifications to the original were made through the years to permit such advantages as an enlarged torpedo-bay area, an enhanced passenger and cargo capacity, a longer range radar detection capability, and later to accommodate more advanced electronics. The last changes were made in 1960. Three hundred and forty-three S-2s have been delivered to or built by foreign nations. Total value of the S-2 program to Grumman in 1976 figures is $2.2 billion.

For more than 23 years and through 16 configurations the S-2 remained one of the most versatile and safe carrier-based aircraft. Navy S-2 Trackers have flown over 7,000,000 hours, made approximately 800,000 carrier landings, with an overall accident rate of .69 per 10,000 hours—one-seventh of the overall Navy accident rate for all aircraft in 1953, when the S-2 was introduced.

As the S-2s of VS-37 fly into the aviation sunset, they will join numerous others from squadrons no longer operational with the fleet—VS-23, 25, 26, 27, 34, and 39. All flew variations of the S-2 in carrier operations.

The fact that this propeller aircraft has been utilized by the Navy long into the jet age is part of the story of its capability. So, nearly 10 years after the last S-2 flew out of Calverton headed for the fleet, the Tracker continues to fly in a lesser, but still important, role with the Naval Air Training Command and on operational missions with friendly nations around the world.

scorecard

At the two-third mark in the L.I. Industrial League, the Grumman Gold tennis team leads the pack with a 9-1 record. The Grumman Blue varsity is undisputed in second place at 8-2; and Photo-Circuits occupies third with a 6-4 record.

The pivotal match of the season took place when the Gold met the Blue. Both teams lost only one match and were tied for first.

On court one, the Gold's Gus Spyridon and Bill Jaklitsch defeated Bill Wenzel and Joe DiStefano, 7-6, 6-4, 6-1. At the number two court, Norm Dvoskin and Craig Langwost of the Gold varsity battled back from a 5-7 loss in the first set to 7-5 and 3-3 tie before darkness came in their match against Andy Kaufman and John Hsu. The Gold's team of Dick Kline and Dick Reade made Alex Kirillin and Wayne Mercer pay for every game before losing 4-6, 3-6, 4-6. Under the league's new scoring system, a team win is determined by the sum of all games won and lost during the match.

With only one game difference in 89 games played, the Gold team won, 45-44. However, both Grumman teams will meet once more to decide who will wear the 1976 L.I. Industrial crown.

Victory, at last!

The first time Helen Greiff and Pete Obedzinski entered the Mixed Pinehurst as a team they won. That was back in June 1975. Since that time, they've bid unsuccessfully

Pete Obedzinski and Helen Greiff

for the number one slot. But, on August 25, success no longer evaded the twosome as they undershot the 32 other golf duos to win Pinehurst No. 3 by carding a 43.

July winners Lyn and Ken Prager also shot 43 but lost in a match-of-cards. According to tourney director Mike Cherry, competition was the keenest this year—seven other twosomes fired in the 40s. They were Don Cleary-Peggy Bunzel (46); Bob and Roberta Nielsen (46); Tom Collins-Elena Semertgis (47); Charles and Gloria Kamp (47): Tom Conlon-Lena D'Amico (48); Rich Breunig-Kathy Housley (49); and Jack Ingold-Pauline Pearson (49).

Cycle champs

On August 22, the Grumman Cycle Touring Club held its annual time trial race at the Plant 34 complex in Woodbury.

After a qualifying lap around the five-mile course, each participant pedalled against the clock to determine who could compete the circuit in the most consistent (but not necessarily the fastest) time.

After all the huffing and puffing was over, Lou Corrao of Plant 30 had covered the course with the best time consistent with his qualifying time.

Don Moffitt and Larry Lueckoff picked up second- and third-place awards, respectively. First place in the women's division went to Bonny Jockel who finished less than 30 seconds ahead of Sue Hilton. Hermine Kelley registered the third shortest time.

Gary Barth rode around the five-mile circuit at an average speed of 18.2 mph for the fastest time. The Broken Spoke Award went to Bill Bosakowski. He had the choice of riding through a car that strayed onto the track or a sandy shoulder. He chose the latter and his cycle's rear wheel looked like a pretzel after his spill.

The club finished off its outing with a leisurely spin to Bayville and back.

Green action

Golfers in the Green league recently completed 1976 season play. Tying for low gross honors by shooting 42 were George Burkhardt, John Tripp, and Gordon Little. Burkhardt also carded 28 for low net. Sandbagger of the year award went to George Laduzinski who took 11 strokes to complete the par-4 first hole on the Blue course at Bethpage.

Out of league?

Over 30 GAA-sanctioned bowling leagues have begun the 1976-77 season. There are still many openings in many leagues (ranging from beginners to semi-pros), says

Tomcat triumph. The Grumman men's varsity softball journeyed to Rhode Island recently for the R.I. Invitational Industrial Softball tourney, and came home winners. Happily surrounding the first place trophy are: (L to R) manager Jack Keane, MVP Mike Gallo, Plant 1 Manager Sam Avati, tourney All-Star player Glen Dorch, and GAA's Chet Baumgartner.

Herb Mahoney of GAA. Contact Mahoney on Ext. 2133 or 2269 if you are interested.

On guard

Every Monday evening from 4:30 to 6 in the Plant 30 cafeteria, Grummanites interested in fencing gather. Equipment is available, as is instruction. Interested? Contact club president George Kegney on Ext. 86048.

Tennis, anyone?

On Thursday evenings from 7 to 11, the Grumman Table Tennis Club gets together in Plant 24. Informal and formal games and tourneys are played, in addition to instructions. For more information, call GAA, Ext. 2133 or 2269.

Winning ways

Wherever Grumman people are working, two things are inevitable: a Grumman family picnic and a varsity softball team. It occurred last year at Milledgeville, Ga. And, now, half-way around the world in Isfahan, Iran, it happened again.

Not only did the F-14 personnel organize a team—they fielded a championship squad.

Undefeated in 28 regular season games, the Grumman Hellcats dropped their first playoff contest, 12-13, to a team called the Scrubs. In the losers' bracket, the Grummanites handily defeated the Farm team, 20-9.

A double victory over the Scrubs was needed to bring home the Isfahan Slow-Pitch Softball league trophy. The varsity easily racked up victory number one by trouncing the Scrubs, 18-9...thanks to the outstanding fielding of Dave Bouse.

In the finale, the Hellcats trailed 4-8 after five innings. They managed to produce three runs in the sixth, but were still two runs shy of the lead. Then, in the last inning, Marty Clark blasted one over the fence. Deniz Balta surprised himself and this teammates by socking the ball over the center wall to score the winning run. Thanks to such sluggers as Larry White, Dan Cooper, Skip Meihhold, and Jack Bacheller, the Hellcats went on to annihilate the Scrubs, 14-8.

Other members of the championship team are Del Foster, Mike Graziano, Chuck Hennings, Gary Aquinaga, Mark Morgan, and Ed Dudek.

All day Pinehurst

There is still plenty of time to register for the first all-day Mixed Pinehurst tournament. The championship round will take place on September 28 at the Colonie Hill C.C. In addition to the traditional kickers prizes, there will be awards for first- and second-place low-gross team scores and first- and second-place in low net. The 18-hole golf tourney, which starts at 9 a.m., costs $8 per person. Carts are available for $12 per team (plus tax). Mike Cherry recommends that you register now for an early tee-off time.

Smile!

Golf league secretaries will be receiving notice in the mail shortly about photo appointments for league winners. Softball league champs should contact the PLANE NEWS, Ext. 87118, when their season is complete, to arrange a photo date.

Grumman 'easy riders' hit high road to adventure

Leisure holds forth a special meaning for Americans. Indeed, Henry David Thoreau, a learned commentator on the subject, describes leisure as "the best of all possessions." Thus it was that during the bicentennial celebration a Grumman Aerospace engineer on the A-6 program from Calverton named Don Schmidt found himself halfway across America's heartland on a 16-day jaunt into the secluded forests of Yellowstone National Park.

Unlike Thoreau, Schmidt is no poet. But he proved just one more time—for himself—that there is far more to leisure than just taking a vacation.

Schmidt's Yellowstone-vacation-adventure took him 5,000 miles by motorcycle and 50 miles on foot. He fished for trout in crystal clear streams, hiked beside snowcapped mountains and camped in lush green valleys. And at a time when good times mean big spending, Schmidt would never spend more than $15 dollars a day.

Hardly a newcomer to cycle touring and outdoor living, Schmidt has driven as far north as Newfoundland and as far south as the Florida Keys.

On this most recent trip astride a 750 cc Honda and accompanied by Brian Salisbury of Grumman Corporation, who rode a 750 cc BMW, Schmidt covered the long miles to Yellowstone in four days. "We felt more like truckers than cyclists," he says. "We were on the road about 12 hours each day and covered at least 600 miles."

When the riders finally did reach Yellowstone, they pursued a goal just as difficult. "We knew which trails inside the park passed through the best territory for fishing and hiking," said Schmidt. "But melting snow coming down from the mountains made some of the rivers run fast and deep and impossible to cross. There are no bridges, so hikers usually do a lot of wading. When the water is 15 feet deep and ice cold, that gets chancey. "So we had to scrap some of our plans, then piece together another route."

Camping gear was unloaded from the cycles and stuffed into backpacks, each including a nine-day supply of food, clothing, and other supplies, weighing about 40 pounds.

"After two days on the trail," Schmidt says, "we stopped meeting other hikers. We had the trails and streams completely to ourselves, except for the wildlife. We passed elk and moose grazing during the day and listened to coyotes at night. Bears also roam everywhere at night but none bothered us, mainly because we hid our food high up in the trees. The last thing we wanted was a 500-pound nighttime visitor."

Yellowstone had other attractions for the hikers besides wildlife. "Everyone's heard of Old Faithful. It's the park's biggest crowd pleaser and the most photographed natural attraction in the world. But hot springs and geysers are scattered all over the park, especially its interior.

"They send up clouds of steam that can be seen for miles. We sat alongside one deep-blue pool for almost an hour when suddenly it began bubbling, then shot a stream 50 feet into the air. Not as high as Old Faithful, but pretty good for a private showing."

Schmidt (a former cross country track runner) and Salisbury stroked up a 10,300-foot high mountain to visit a ranger living in a little cabin on top. Said Schmidt: "He stays up there 13 weeks at a clip before coming down for a break, but the guy seems to like his job."

After eight days on the trails, the adventurers headed back to civilization, their cycles, and the return journey. "The muscle aches had faded, and we definitely didn't gain any weight from our diet of dehydrated food," Schmidt says.

The bikes were still in good shape at the trail head, save for a few spider webs strung across the handlebars. The camping equipment was stowed and the trip home began.

What did the complete 16-day journey cost? "Roughly $15 dollars a day," Schmidt says. "That includes the dry food bought in advance and carried into the park.

"There was other expenses—gas, oil, camping fees, costs for laundromats, and a few spare motorcycle parts. We kept our costs down to $2.50 a meal by eating breakfast and lunch at diners and usually cooking supper at our camp."

Things used to be cheaper. "Years ago we got by on $5.00 a day. We'd always sleep in abandoned buildings, in a wheat field, or a highway rest area rather than blow $2 to stay at a commercial campground.

"And, of course, food and gas were much cheaper. It used to cost a penny a mile traveling by motorcycle six or seven years ago. That price has jumped to 30 cents a mile today."

Next year Schmidt and Salisbury plan to head west again. "But next time," Schmidt says, "we're going to find a place where it's much wilder and the fish are bigger." Thoreau would probably agree.

The ultimate trophy. Don Schmidt (left) and Brian Salisbury bask in the glow of accomplishment after a 16-day jaunt into the wilds of Yellowstone Park.

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as if each child
were your own**

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